HONDA ServiceNews Dec 2006

Helping you fix it right the *first* time - *every* time

Check Out ISIS: We've Kicked It Up a Notch!

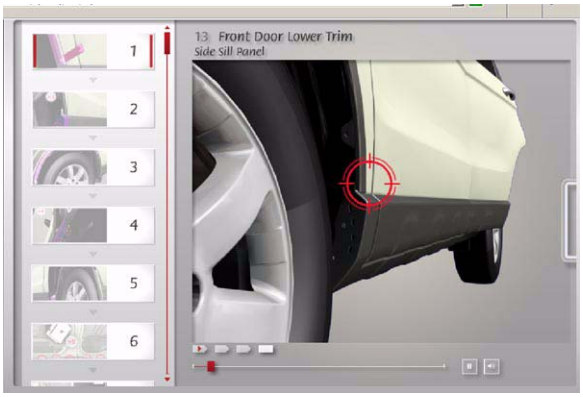
Been on ISIS lately? We're making some cool enhancements we think you'll really like. For starters, we're animating the repair procedures. So far, we've animated the exterior body and interior stuff for the '07 CR-V, but soon, we'll be rolling out other enhancements that will apply to all Honda models.

To check out our handiwork for CR-V, just follow these steps:

1. Log onto ISIS.
2. Click on **SEARCH BY VEHICLE**.
3. Select **CR-V** and **2007**.
4. Enter a keyword such as **DOOR**. If you want to see a list of every repair procedure we've enhanced so far, just enter **ENHANCED**.
5. Click on **Search**.
6. Select any one of the procedures marked (Enhanced).
7. Click on **Click here for an interactive version of this procedure**.
8. Select any one of the procedures listed on the left side of the screen. You'll see the animated version screen.

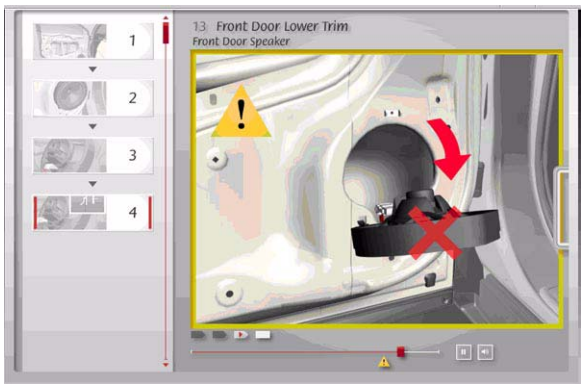
   NOTE: The two buttons at the top of the screen let you select between interior and exterior views of the vehicle. The four buttons at the bottom let you rotate the image 360 degrees. The tool drawer lets you see what tools and shop supplies you need; look at a line drawing or rotating graphic of the component; review any details or cautions you need to be aware of; or watch the animated procedure itself.
9. Click on the largest graphic inside the tool drawer to start the procedure.

10. Use the tools along the bottom of the screen to pause the procedure or to skip to the end. You can also click on the scroll bar and hold down your mouse button to replay or fast-forward it.

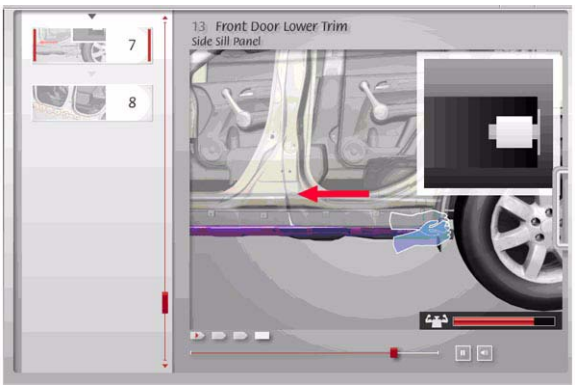


These animated procedures also include some noteworthy extras:

- A caution symbol notifying you an injury or possible damage can happen if you don't take the proper precautions.



- A strength symbol showing you the approximate force needed to properly remove that part.



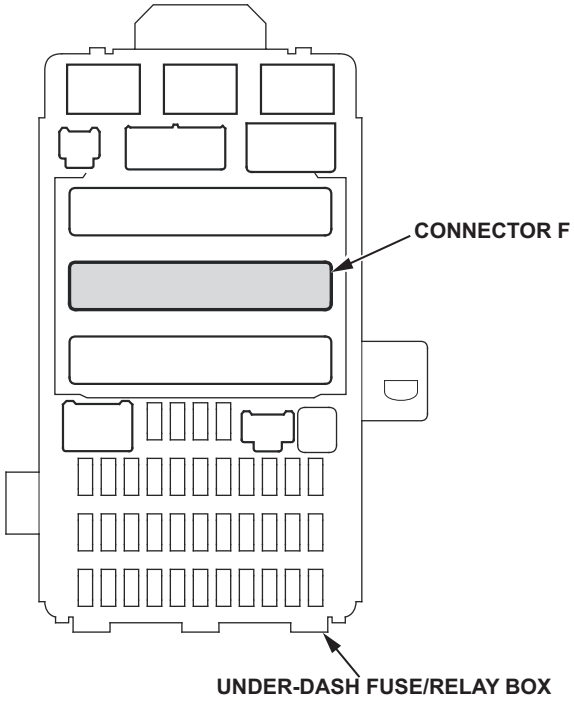
These enhancements are just the beginning; others are soon to follow. We'll keep you posted as we roll them out.

DTC P0102, P0141, P1298, P16BC, P0562, and P0443 Set in ’06–07 Civics

NOTE: This article applies to all ’06–07 Civic models, except Si.

A bad terminal or a poor connection at terminal F5 (YEL) in connector F of the under-dash fuse/relay box can cause all of these DTCs to set:

- DTC P0102 (MAF sensor circuit low voltage)
- DTC P0141 (secondary HO2S [sensor 2] heater circuit malfunction)
- DTC P1298 (ELD circuit high voltage)
- DTC P16BC (alternator FR terminal circuit/ IGP circuit low voltage)
- DTC P0562 (charging system low voltage)
- P0443 (EVAP canister purge valve circuit malfunction)



To fix this problem, make sure the terminal is properly plugged in or replace it if it’s damaged. Then use the HDS to clear the DTCs.

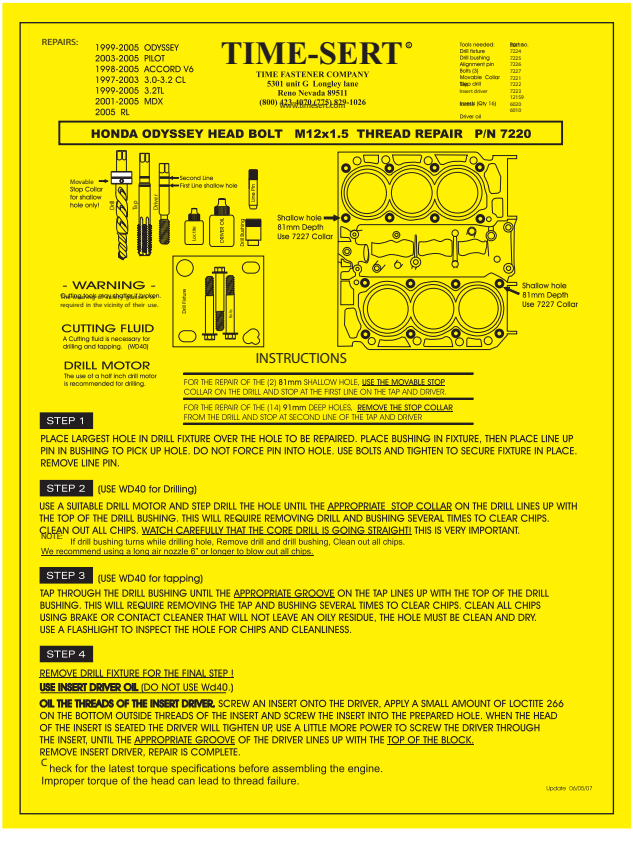
New TIME-SERT® Head Bolt Thread Repair Instructions

Revised 9/25/08

NOTE: This article applies to ’98–07 Accord V6s, ’99–07 Odysseys, ’04–07 Pilots, and ’06–07 Ridgelines.

The makers of TIME-SERT thread repair kits have tweaked the instructions for the Head Bolt M12x1.5 Thread Repair Kit (P/N TFC7220). They wanted to more clearly show the location of the two shallow (81 mm) holes. If you don’t use the 7227 moveable collar when drilling to repair these holes, you’ll damage the engine block.

You’ll find these new instructions in PDF format on the TIME-SERT website at *www.timesert.com*. From their main menu, click on **KITS & INSERTS**, **Manufacturer Kits**, **Honda**, **Honda Odyssey Head Bolt**, and then **instructions**. Here’s what you want to print out:


REPAIRS:
1999-2005 ODYSSEY
2003-2005 PILOT
1998-2005 ACCORD V6
1997-2003 3.0-3.2 CL
1999-2005 3.2TL
2001-2005 MDX
2005 RL

TIME-SERT®
TIME FASTENER COMPANY
5301 unit G Longley lane
Reno Nevada 89511
(800) 423-4870 (775) 829-1026

HONDA ODYSSEY HEAD BOLT M12x1.5 THREAD REPAIR P/N 7220

- WARNING -

CUTTING FLUID
A Cutting fluid is necessary for drilling and tapping. (WD40)

DRILL MOTOR
The use of a half inch drill motor is recommended for drilling.

INSTRUCTIONS

FOR THE REPAIR OF THE (2) 81mm SHALLOW HOLE, USE THE MOVABLE STOP COLLAR ON THE DRILL AND STOP AT THE FIRST LINE ON THE TAP AND DRIVER.

FOR THE REPAIR OF THE (14) 91mm DEEP HOLES, REMOVE THE STOP COLLAR FROM THE DRILL AND STOP AT SECOND LINE OF THE TAP AND DRIVER

STEP 1
PLACE LARGEST HOLE IN DRILL FIXTURE OVER THE HOLE TO BE REPAIRED. PLACE BUSHING IN FIXTURE, THEN PLACE LINE UP PIN IN BUSHING TO PICK UP HOLE. DO NOT FORCE PIN INTO HOLE. USE BOLTS AND TIGHTEN TO SECURE FIXTURE IN PLACE. REMOVE LINE PIN.

STEP 2 (USE WD40 for Drilling)
USE A SUITABLE DRILL MOTOR AND STEP DRILL THE HOLE UNTIL THE APPROPRIATE STOP COLLAR ON THE DRILL LINES UP WITH THE TOP OF THE DRILL BUSHING. THIS WILL REQUIRE REMOVING DRILL AND BUSHING SEVERAL TIMES TO CLEAR CHIPS. CLEAN OUT ALL CHIPS. WATCH CAREFULLY THAT THE CORE DRILL IS GOING STRAIGHT! THIS IS VERY IMPORTANT.
NOTE: If drill bushing turns while drilling hole. Remove drill and drill bushing. Clean out all chips.
We recommend using a long air nozzle 6" or longer to blow out all chips.

STEP 3 (USE WD40 for tapping)
TAP THROUGH THE DRILL BUSHING UNTIL THE APPROPRIATE GROOVE ON THE TAP LINES UP WITH THE TOP OF THE DRILL BUSHING. THIS WILL REQUIRE REMOVING THE TAP AND BUSHING SEVERAL TIMES TO CLEAR CHIPS. CLEAN ALL CHIPS USING BRAKE OR CONTACT CLEANER THAT WILL NOT LEAVE AN OILY RESIDUE, THE HOLE MUST BE CLEAN AND DRY. USE A FLASHLIGHT TO INSPECT THE HOLE FOR CHIPS AND CLEANLINESS.

STEP 4
REMOVE DRILL FIXTURE FOR THE FINAL STEP !
USE INSERT DRIVER OIL (DO NOT USE Wd40.)
OIL THE THREADS OF THE INSERT DRIVER. SCREW AN INSERT ONTO THE DRIVER, APPLY A SMALL AMOUNT OF LOCTITE 266 ON THE BOTTOM OUTSIDE THREADS OF THE INSERT AND SCREW THE INSERT INTO THE PREPARED HOLE. WHEN THE HEAD OF THE INSERT IS SEATED THE DRIVER WILL TIGHTEN UP USE A LITTLE MORE POWER TO SCREW THE DRIVER THROUGH THE INSERT, UNTIL THE APPROPRIATE GROOVE OF THE DRIVER LINES UP WITH THE TOP OF THE BLOCK.
REMOVE INSERT DRIVER, REPAIR IS COMPLETE.
Check for the latest torque specifications before assembling the engine.
Improper torque of the head can lead to thread failure.

Update 09/05/07

Want to know more about TIME-SERT inserts? Be sure to check out the article “TIME-SERT Thread Repair Kits: The Solution for Stripped Head Bolt or Aluminum Oil Pan Drain Plug Threads” in the March ’05 issue of *ServiceNews*.

Troubleshooting DTC P1456

Troubleshooting DTC P1456 (EVAP system leakage [fuel tank system]) in a '03–04 Pilot? Pinch off all the hoses between the fuel filler neck and the fuel tank, and retest. If the leak stops, replace the fuel fill cap first. If you've still got the leak after replacing the fuel fill cap, then replace the fuel filler pipe. There's an O-ring between the plastic and threaded part of the filler neck that may be leaking.

Blown Fuse Causes IMA DTC P1575

If IMA DTC P1575 (MPI voltage problem) sets as soon as you turn the ignition switch to ON (II) in a '03–05 Civic Hybrid, check the 100 amp junction board fuse for an open circuit. If the fuse is open, replace the fuse and retest.

S/M Fix: DTC P1570, '03–05 Civic Hybrid

You need to tweak step 7 on page 12-80 of the '03–05 Civic Hybrid S/M. The **YES** response to the query *Are all measurements about 7.0 V or higher?* doesn't really say what to do if you **don't** have a known-good MCM to swap with. Since IMA components are big-ticket items when it comes to cost, it's understandable that Tech Line has been getting calls from concerned service techs asking for direction. Here's how the text should read:

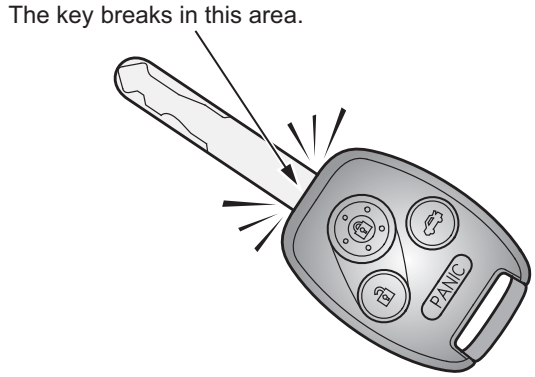
YES-Update the MCM if it does not have the latest software, or substitute a known-good MCM that has the latest software, then recheck (see page 12-7). If the symptom/indication goes away with a known-good MCM, or the measured voltage is still above 7 volts after the software update, replace the original MCM.

And something else: If the results take you to the **NO** response (the measurements are less than 7 volts), go ahead and replace the battery module just like it says. Rest assured, you're doing exactly the right thing to fix this problem.

Mark up your copies of the S/M to reflect this change. It's already been made in ISIS.

Improved Replacement Key Blanks in Stock

Here's something to take note of: American Honda parts stock now carries improved replacement key blanks for '03–05 Ohio-built Accords. The original key blanks were prone to breaking where the key shank is molded to the remote transmitter case. The new key blanks are made from a more durable plastic that resists breakage.



Troubleshooting Speakers? Use the Audio Diagnostic CD

Doing some speaker troubleshooting for a noise complaint? Before replacing a speaker, make sure you're using the Audio Diagnostic CD (P/N 07AAZ-SDBA100, H/C 7689649) that was sent to your dealership. Speakers returned to American Honda's warranty department are tested with the manufacturer. A large number of these speakers wind up being NTF.

The Audio Diagnostic CD has a wide range of frequencies you can use to duplicate your service customer's complaint. Many times an interior panel is the culprit. Sometimes it could even be something your customer put in the door pockets that buzzes when the speakers produce certain frequencies.

Can't find that CD? Just order another one from American Honda parts stock.

Air Cleaner Element Replacement Tip

Replacing the air cleaner element in a '02–06 CR-V? Here's an important tip: When removing the air cleaner housing cover, besides removing the PCV hose, make sure you also loosen the air intake duct clamp next to the cover and detach the duct.

Since the duct is a fairly short piece, if you leave it attached, and you pull back on the cover to reach the air cleaner element, you put a lot of stress on the duct where it attaches to the throttle body. Over time, the duct could tear (this has actually happened). Loosening that clamp and removing the cover gives you clear access to the air cleaner element without putting undue stress on the duct.

This handy tip came to us from **Shaun Rider** of Lithia Honda in Medford, OR. Thanks, Shaun.

S/M Fix: Dashboard/Steering Hangar Beam, '05–06 Odyssey

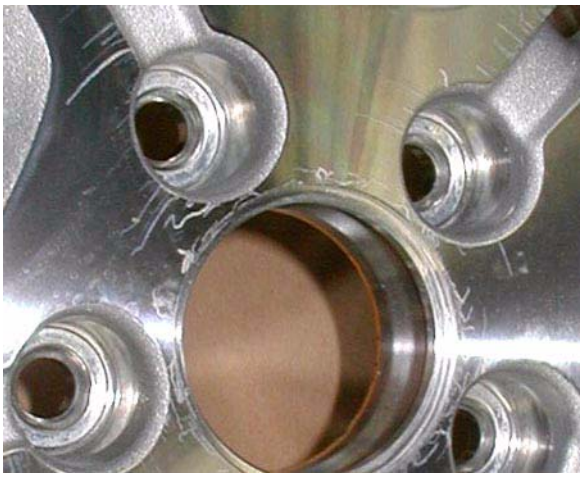
You need to make a small tweak to step 1 on page 20-138 of the '05–06 Odyssey S/M. The page reference in that step is wrong. It should read (see page 20-136). Mark up your copies of the S/M to reflect this change. It's already been made in ISIS.

Never Use Chrome Wheel Cleaner on Alloy Wheels

Alloy wheels sure spruce up the looks of a Honda car or truck, but they need special care to keep them looking showroom new. Alloy wheels are sprayed with a clear coat during manufacturing to protect the clean look of the wheel. This clear coat is very similar to paint so it's not bullet-proof against many aftermarket cleaners.

Never use a chrome wheel cleaner on alloy wheels. Since the wheel has a machined surface, the sharp edge has a thinner layer of clear coat than the rest of the wheel. If you leave the cleaner on the wheel for more than just a few seconds, it can get under that thin clear coat and attack the metal. Here's what a damaged wheel looks like with only 149 miles on it—it's not a pretty sight:

An easy way to check if you're dealing with this sort of problem is to look at the stainless steel bushing inserts in the wheel lug holes. Wheel cleaner causes accelerated corrosion, making them look old before their time.



The best means to clean alloy wheels is with some commercially available car wash detergent, a stiff-bristle brush (non-metallic, of course), and a little gentle elbow grease.

Check Out These Specialty Hotlines *Before* You Call Tech Line

Not every service problem you run into in your shop should trigger a call to Tech Line. Some subject areas can be better handled by specialty hotline services. Here's a list of available specialty hotlines you should check out: Revised 9/19/07

Subject Area	Problem/Concern	Contact Info
A/T, Audio, Navigation System, RES	Replacement, troubleshooting	**1-888-997-7278 Option 2** Remanufactured Parts Operations Tech Line
HDS, HIM	HDS problems and software updates, HIM concerns, special tool problems	**1-800-346-6327** Special Tools Hotline
HomeLink®	HomeLink programming, garage door opener operation/application, HomeLink accessory operation	**1-800-355-3515** *www.HomeLink.com*
Honda Music Link	General operation, home computer setup, text-to-text speech (TTS) software issues	**1-800-999-1009** Automobile Customer Service *www.musiclink.honda.com*
IMA Battery	Ordering and disposal of IMA batteries	**1-714-808-5800** Calhac, Inc.
*i*N	ISIS problems, dealer network configuration and computer issues	**1-800-245-4343** *i*N Support Center
Navigation System	Getting a new or replacement navigation system DVD	**1-888-291-4675** *www.hondanavi.com*
Parts	Part numbers, supersessions, parts availability	Contact your facing parts center
Warranty	Warranty claim problems, flat rate times and questions, operation codes	**310-783-3240** Warranty Department
XM® Satellite Radio	XM receiver activation/deactivation, account issues, channel blocking	**1-800-852-9696** *www.XMRadio.com*

Information No Longer Valid
See Job Aids

Tech Line Feedback Tip

Want to send Tech Line your feedback on a recent repair, but you just don't have the time to do it right away? **Archie Bingham** of Honda Cars of Concord, in Concord, CA, offers this tip: Jot down the Tech Line reference number you were given when you called. As long as you've got that reference number handy, you can go into the *i*N anytime and give your feedback when it's more convenient for you. Thanks, Archie, for that valuable tip.

Giving your feedback on the *i*N is a snap. From the main menu, click on **SERVICE**, **Tech Line**, and **Feedback to Tech Line**. Enter your DPTS number and your Tech Line Reference Number, add your comments, and click on **Submit**. It's **that** easy. Your comments go straight into an ISIS feedback database where they're forwarded to Tech Line or to the appropriate department within American Honda. Keep in mind, your feedback is a one-way communication, so don't include questions in your comments and expect some kind of response from Tech Line—you won't get one. Of course, if you call them directly, they're there to help.

We just can't emphasize enough how important your feedback is to American Honda, so keep it coming. Your feedback provides critical data to help develop effective countermeasures and to improve Honda products. Your time and effort to give us feedback is certainly appreciated. It benefits us all.

New EPS Bushing Installer Special Tool

Each Honda dealership was recently sent an EPS Bushing Installer (T/N 07AAF-S5SA130). You need this special tool to replace the bushing in the steering gearbox of a '02–05 Civic Si or '03–05 Civic Hybrid.

This new special tool supersedes all of these special tools currently called out on page 17-67 of the '02–05 Civic Si S/M and on page 17-73 of the '03–05 Civic Hybrid S/M:

- Bushing Slider (T/N 070AF-SAA0111)
- Cap (T/N 070AF-SAA0121)
- Bolt/Nut/Collar/Plain Washer (T/N 070AF-SAA0130)
- Spacer (T/N 070AF0SAA0140)

Here's what the EPS Bushing Installer looks like:

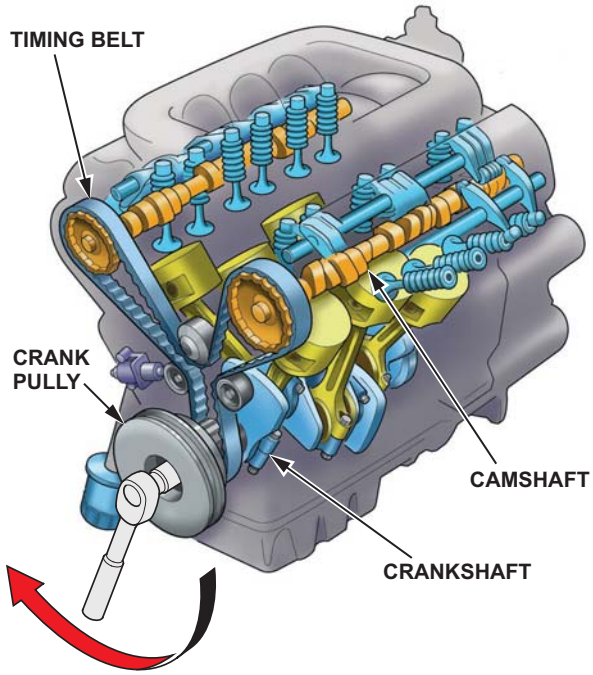
IMPORTANT: The special tool sent to you did not include the spacer washer as shown. You need this washer to properly use the tool. All Honda dealerships will be sent this washer separately in a second mailing.

If you need more of these special tools, just order them through American Honda parts stock.

Driveability Problems After A/T R&R

NOTE: This article applies '98–07 Accord V6s, '99–07 Odysseys, '03–07 Pilots, and '06–07 Ridgelines.

Here's something really important you need to remember whenever you remove and install an A/T: **Always** turn the crankshaft in its normal direction of rotation when you're removing and installing the torque converter bolts. If you turn it in the other direction, you can cause the timing belt to jump time, which throws off the camshaft timing. This causes low power, poor fuel economy, and a host of other problems.



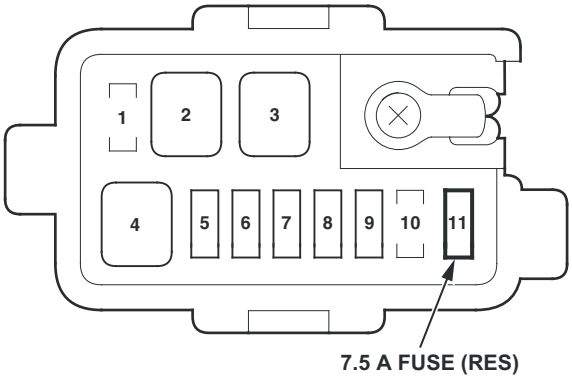
With our current crop of Honda V6 engines, you **always** turn the crankshaft **clockwise** as seen from the crank pulley end. If, however, you're not sure which direction to turn the crankshaft, just refer to the valve clearance adjustment procedure in the Engine Mechanical section of the applicable S/M. (Online, enter keyword **VALVE ADJUST**, and select **Valve Clearance Adjustment** from the list.)

Don’t Forget to Install that No. 11 (7.5 A) Fuse At PDI

When you’re doing a PDI on an RES-equipped ’07 Odyssey, make sure you install the No. 11 (7.5 A) fuse (RES) in the secondary under-hood fuse box. If you forget to install that fuse, the RES doesn’t work, and your shop will wind up with one ornery Odyssey customer to deal with.

You can’t go wrong if you just follow S/B 06-058, *2007 Odyssey: PDI and New Model Information* to the letter. Just to remind you, here’s the illustration from that S/B:

SECONDARY UNDER-HOOD FUSE BOX



©2006 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Parts and Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 34171-47427(1112)